when it is stated that the shower of bullets

striking the ground gave the appearance

of a raging sandstorm. There was an

instant's pause at the foot of the koppe and

then with a wild yell the men rushed up the

moved at a smart trot.

by any means a rout.

to Kimberley.

WAT.

BRITISH WIN BIG BATTLE.

SIX KILLED IN COLLISION. D. I. & W. LOCAL CRASHES INTO REAR OF EXPRESS AT PATERSON.

Iwenty-Two Injured Persons Taken From the Wreck and Several Sent to Hospitals Express Was Watting Outside the Barclay Street Station for the Chicago Westbound to Draw Out When the Local

Ripped Into It-Day Coach Telescoped. A serious accident occurred last night on the Delaware, Lackawanna and West-Railroad within 100 yards of the Barriag street station at Paterson, N. J. It was a rear end collision between two passenger trains, and, according to the ratiread company, was due to disobedience of orders on the part of a flagman and an engineer. Six lives are known to have been lost and twenty-two injured men and women, most of whom were taken to the two hospitals in Others, not so badly hurt, were brought to Hoboken.

The following is the list of the killed and

rounded:

THE KILLED or, Mas. David, Ithaca, N. Y., body found under of the seats in a rear coach.

The gris, believed to be the daughters of Ros. sec d.1 and 18.

Ros. sec d.1 and 18. Man, unidentified, believed to be Willard Craig of the Scientific Tribust.
Woman, unidentified, no years old, silk underclosing, taken from under the wreck long after
the others, believed to be Mrs. Craig.

SOME OF THE INJURED.

orin, F. O., Chicago, Legs broken, torn about men. St. Joseph's Hospital. Oscov, Oscara, 31a Fennaylvania avenue. Scran-Both legs broken. St. Joseph's Hospital, Pat-Louis V., Dover, N. J.; badly cut about all probably fractured. Arm injured. At seph a Hospital.
DLEV. A. B. New York; suffering from shock.
on to Hoboken.
Lt. Mart, Hinghamton, ribs broken. General forpital. W. H., 440 East Seventeenth street, New Friedrick W. H., 440 East Seventeenth street, New Friedrick Hospital. Shock and contonions. Further, 183 Pennsylvania avenue, Franton, h.; det in inset, St. Juspin s Hospital, contosts, J. 1868 Frith avenue, New York, St. Juspin Shock and contoston. How, J. H., 188 South Ninth street, Brooklyn, to of Hospital, Shock and contoston. However, Mark Mark South Strint street, Brooklyn, to of Hospital Hospital, Michigan; ankie hurt. Michigan, Willalam, Michigan; ankie hurt. irs Auxes, Oxford, Pa., fractured leg.

Maximum, Daniel, Hackettstown, N. J., fireman train No. Set. right leg broken; St. Joseph's Hos-Monowitz, Max, 186 Cannon street, New York, Memoritz, Max, 186 Cannon street, New York, Pulsed ab utthe body, St. Joseph's Hospital, Platt Chanks, 364 Tompkins avenue, Brooklyn, is student, Cornell, lower limbs injured badly, St. Joseph's Hospital, Highest, Chanks, G. 325 Newkirk avenue, Brooklyn; student, engineeting department, Cornell, shock, bruised about body, St. Joseph's Hospital, Bog. Davin, Libras, N.Y.; taken to, St. Joseph's Hospital, Bog. Davin, Libras, N.Y.; taken to, St. Joseph's Hospital, believed to be fatality injured. Both legs badle cit.

Skittel, Challes, Scranton, Pa.; face torn, Skittel, Challes, Scranton, Pa.; face torn, aboutler dislocated, treated by Dr. Gilson of STREETS J. Scranton, Pa.: badly bruised thoulders and face: bt. Joseph's Hospital, about shoulders and face; bt. Joseph's Hospital, Paterson Wattr, G. H., Ithsea, N. Y.; removed to St. Joseph's Hospital, probably mortally hurt. Both less reabed. Wattr, John, Ithaca; cut and bruised about head and body.

Both trains in the accident were late. Train No. 0, the Manhattan Special from Buffalo, was due at Paterson at 0:55 P. M. Train No. 96 from Pittsburg was due at Paterson at 7:23 e'clock. The accident occurred at 7:44.

According to the rules of the Delawaye.

Lackawanna and Western road, two-trains carnot pass a station at the same time. When train No. 6 approached the Barclay street station it found that train No. 7, the Chicago Vestibuled Express, was due to leave there west-bound at 7:42. Train No. 6 stopped 100 yards west of the station and waited for the Chicago train to pass on its way westward. As soon as the train stopped William Snedeker, the flagman of the train, jumped from the rear coach and ran back with his lantern intending to signal rain No. 93, which he knew was soon due, He said last night that before he had gone the upon him and that in spite of his signals the engineer was unable to check the engine in time to prevent the collision.

Train No. 96 was in charge of Conductor W. J. Burritt of Rosedale, Engineer John hiordan of Newark, and Daniel Maxwell of Hackettstown, fireman. There is no block system on that section of the One is being installed now, but at present the road is run under the Johnson system of signals. which consists merely of displaying red shields in the day and red lamps at night to show that the track shead is occupied. Conductor Burritt and Engineer Riordan both declared last night that the last signal of this sort between West Paterson and the Barelay street station was twelve miles away Thinking that the Buffalo train was safely out of the way and being eleven minutes be hind time, they said they went ahead at a little more than full speed and knew of no trouble until they saw Snedeker waving the red lantern. Then the engine was reversed and the brakes, applied, but the train was going at such a rate of speed that could not be prevented

Fireman Maxwell jumped when he saw that a collision was inevitable. His legs were badly injured. Engineer Riordan stuck to his post and was not injured. In spite of the terrible damage done to the last two coaches of train No. 6, the engine that struck them came out of the collision almost unscathed. The smokestack was a little bent, the bars in the pilot was scratched off the sides of the boiler. When the engine struck the rear ear of train

6, the coach was banged with terrifle force into the day coach immediately shead of it. It was about as complete a telecoping as has ever been seen in a railroad accident in these parts. The last coach was lifted off the trucks and forced into the day coach fully seven-eighths of its length. Even those parts of the coaches that remained after the collision were so shattered that the last coach could not be told from the next car ahead. The cries and groans of the injured were heard at the station a hundred yards away, and word of the accident was sent at once to the main office of the railroad at Hoboken. The police and firemen were a so notified. Ambulances from the hospitals in Paterson were soon at the scene of the wreck and the police and the firemen united in the work of rescuing the living and removing the dead from the shattered cars. A wrecking crew from Hobo-

ken soon arrived and assisted in the work. upled from the wrecked one, the coaches of train No. 1st were switched over on to the er track and then back into those of No. 6, and the passengers of both trains who were

hot injured were taken immediately to Jersey rescue gathered up large pieces of wood from the wrecked cars and made huge bonfires, as the city has no lights near the scene of the scentent. These fires lighted up the scene so that the work of rescue could be readily seen from the sides of the bill, and thousands of speciators were attracted to the spot. They saw the police pull four dead bodies out of wrecked cars and lay them on the side of the track, covering them with place of tarpaulin. Two of these bolles were of men and two of women. The The tracks of the New York Central, Lake Shore impossible to see the character of the clothing, that the dead people had worn. Later, the

found under one of the seats and was lifted out and taken to the station. Her husband, a few minutes before had been taken from the wreek and removed in an ambulance to St. Joseph's Hospital, where it

was said that he was probably fatally injured He was taken at once into the surgical room. He told one of the surgeons he room. was thankful that his wife had escaped, as he had seen her jump from one of the windows when the crash came. He begged the surgeon to conceal from his wife, should she call at the hospital, how serious his condition was, and said that he intended to pull through, if possible, for her sake.

bodies of Mrs. David Roe of Ithaca, N. Y., was

Two of the injured were taken to Hoboken on the train, arriving there at 9:30 o'clock They were William McCormack of Michigan, whose ankle was badly hurt and A. B. Cordley, who was suffering from shock. At 10:30 o'clock last pight Chief Clerk Chapman at the D. L. & W. offices in Hobo-

ken, gave out the following statement: "Our reports show that the Chicago, Buffalo and New York express, train No. C, approached the Paterson station at 7:45 o'clock. It consisted of nine cars, two passenger coache on the rear end. It stopped a little to the west of the station because a west-bound passenger train, No. 7, was already in the station. The rules of the company require that on the double track system, while s train is already at a station, approaching trains shall stop well outside of the station. While No. 6 was standing there, in fact it had barely stopped, local No. 56 ran into the rear end of No. 6. The rear coach was telescoped over the one in front of it. So far as we have been able to learn there were eight or ten passengers in the rear coach and about forty in the other. William Snedaker, the flagman of No. 6, reports that he dropped off the train while it was still in motion and ran back with his lantern. He says that No. 0

oran into it. According to the rules, Spedaker should have gone back half a mile, but he did not have time. It is evident that Engineer Blordan of train 90 was at fault for the collision. He disobeyed his signals and disobeyed the rules of the company in not having his train under control in approaching a station. The rules are very explicit on that point. The conductor of No. 98 was Barritt. The conductor of No. 6 was G. W. Capwell, and the engineer J. Skill-

had not stopped for more that 45 seconds when

E. G. Russell, general superintendent of the ackawanna road, made this statement:

"Train 96 overtook train 6 at Dover and cked up a flagman who had been sent back r train ti. At Lincoln Park, a few miles west of Paterson, train 186 again overtook train d and then the flagman who had been picked up was returned to train 6. This fact shows that those in charge of train ist were fully cognirant of the whereabouts of train 6. Notwithstanding this knowledge, they seemed run into Paterson at a careless rate of speed and to have run into train 6 which I heard was at the station discharging passengers at the time of the collision. Under he circumstances those in charge of train 183 seem to be wholly cultable. The crew of this rain has been suspended and it is my intenion to make a thorough investigation." Shortly before midnight it was learned that sterling A. Smith, who was among the injured, is a nephew of Gen. Joe Wheeler.

about Smith "He was the gameat man I ever saw. Whe his right log was being amputated he looked up and said: "Gentlemen, I have lost many things in my life, but I never lost a leg. Now. I have lost one of 'em.'

McBride, the County Physician, said last night

C. C. Remsen of the engineering depart-ment of Cornell University, who was taken to St. Joseph's Hospital, said that he had a seat in the forward end of the second car of the express, which was the car telescoped. He

"I was sitting beside Mr. Charles Platt, who is connected with the Cornell University law department. After the grash we found ourselves pinned in a mass of wreckage and all around we heard people grouning and crying for help. My feet were both buried in a mass of wreckage which seemed to consist chiefly of broken seats. Mr. Platt's feet were held fast in the same manner and at the bottom of the wreckage were three dead women, I thought both my legs were broken and both of us called loudly for help. No one came to our assistance for some time When help did come we had to be cut loose with axes."

One of the passengers in the car next to the one telescoped was the Rev. C. S. Bullard of the Maywood Neighborhood Church, Chicago He was on his was to Stamford, Conn., to preach a Thanksgiving Day sermon there.

"The express," Mr. Bullard said, "left Bing hamton about seventeen minutes late.

"The express," Mr. Bullard said, "left Binghamton about seventeen minutes late. It stopped on account of a hot journal a few miles west of Paterson. Shortly after leaving West Paterson. I joined Auditor Bridgeman of the D. L. & W. road who was sitting in the same car. We happened to be discussing the causes of railroad accidents when the crash came. All the passengers in the car were thrown out of their seats and badly shaken up. but no one appeared to be seriously hurt.

F. O. Affelt of Chicago said, after being taken to St. Joseph's Hospital, that he was sitting about in the middle of the car telescoped. He was reading, he said, when the crash came, and the next thing he knew he was being revived on the station platform. He didn't know what had happened until things were explained by those around him.

William McCormick, the passenger who was brought to Hoboken, afterward went away in a coach, refusing to say whether or not he was going to a hospital. He said he had been sitting in the smoker of the Buffulo express, which was the third car from the rear.

When the crash came, he said, "I was thrown from my seat, which was about in the centre of the car, and when I realized what happened. I found myself in the front of the car, with 2 stout woman sitting on me. I had been thrown completely through the seat ahead of me and I found the broken portlons of the seat at my feet. I don't know where she had been sitting, for I hadn't seen her before the accident."

Immediately after the news of the accident resched, this city a score of people went to

ting, for I hadn't seen her before the accident."

Immediately after the news of the accident reached this city a score of people went to Hoboken to inquire about relatives and friends whom they expected on the trains in the wreck. One of these, a man who refused to give his name, went into the superintendent's office and stated that two young women whom he expected to visit him on Thanksgiving Day were on the Buffalo train. He asked to see a list of the names of those known to be killed and injured, and when told that the list was not complete, he said he would go on to Paterson for the purpose of hunting for the young women. He was told that there would be no more trains out of Hoboken to Paterson last night and then he asked if he could hire a locomotive or a special train for the purpose of going to the scene of the accident. He was told that no such arrangements could be made, inasmuch as the superintendent of the line had gone to Paterson and could not be reached by telegraph. The suggestion was made to him that he might hire a trolley car, and he went away saying that he would do so, and that he would go to Paterson even if it took him all night to get there.

go to Paterson even if it took him all night to get there.

The messenger of the Westcott Express Company, who was on the Buffalo train, said that the majority of the passengers on the train were evidently bound for New York as he had a large number of pieces of baggage for delivery in this city.

The last serious accident that occurred on the Pelaware Lackawanna and Western Road happened on Jan. 15, 1894, when the Pover Express crashed into the South Orange local on the Hackensack meadows. Eight persons were killed outright and eight of the injured died within a few days. That accident was due to a fog, the engineer of the Dover express not being able to see the signals of the train ahead of him.

A Water Level 1,000 Miles.

BOERS DRIVEN FROM MODDER RIVER AFTER TEN HOURS OF FIGHTING.

Gen. Methuen Calls It the Hardest and Most Trying Fight in the Annals of the British Army-Force of 8,000 Boers Driven Back-Heavy Loss Probable on Both Sides-British Fight All Day Without Food or Water-Boers Report a Sortie From Kimberley - Rotterdam Rumor That Ladysmith Has Fallen.

Special Cubie Despatches to THE SUR. LONDON, Nov. 30. - Not a single item o Metal news has reached here from South Africa since the receipt of the official despatches, which arrived Wednesday morning, of which, of course, Gen. Lord Methuen's meagre account of the battle at Modder River forms the sole topic of comment in the press and by the public. It is universally assumed that the casualty when it comes in, will be terribly heavy, the whole tenor of Gen. Methuen's despatch pointing to large British losses.

The despatch is dated Cape Town, Nov. 28. 11:45 P. M., and is as follows: "Gen. Lord Methuen sends the following from the Modder River to-day: 'Reconnoitered at 5 A. M. the enemy's position on the Modder. They were found to be strongly entrenched and

concealed, with no means of outflanking them, as the river was full. "Action commenced at 5:30 A. M. The Grenadiers on the right and the Ninth Brigade on the left attacked the position, supported by artillery. They found confronting them the whole Boer force of 8,000 men with two large guns and four Krupps. The Naval Brigade rendered great assistance from the railway.

without food or water in the burning sun we drave the enemy out.'
"Gen, Methuen adds: 'It was one of the hardest and most trying fights in the annals of the British army. I speak in terms of the highest praise of all engaged especially the

"'After desperate fighting for ten hours

two batteries of artillery.
"'Gen. Pole-Carew was successful in getting a small party across the river, gallantly assisted by 300 sappers. "

What the critics fail to understand is on what side of the Modder River did the Boers have their position. Some assume that the statements that it was impossible to outflank them must mean that the Boers were on the north side of the river, but the statement that the action was emmenced by the mounted infantry and cavalry, as well as the artillery, at 5:30 A. M., is onsidered to prove that the Boers must have been south of the river; otherwise, the cavalry would not have immediately taken part in the fighting. The fact that Gen. Pole-Carew had the assistance of 300 sappers in getting a small party across the river indicates pontooning or the construction of some other kind of military bridge.

As regards the actual result of the battle, the Morning Post's military critic, who, it has been generally proved, has keen foresight, says it does not seem too much to presume that it was won by the British, though the despatch refrains scrupulously from referring to a victory. The enemy was forced to withdraw from his position, which may mean a falling back of the advance to the interior lines or the shandonment of the bridge head deforces. The critic assumes that there was a bridge and that the Boers at the outset were defending the southern approaches to it). The former is the more plausible since Gen. Pole-Carew was crossing with the help of sappers. which would negative the hope that the bridge was in the hands of the British. The sappers

were undoubtedly pontooning. Complaint is beginning to be heard against the employment of so many sailors for nurely soldiers' work so far from the coast. The complaint is based on the ground that the navy canmake and replace. There are also loud complaints that more artillery and cavalry have not been furnished to Gen. Methuen, It is argued that at the start of his march he did not have sufficient eavairy for pursuit and to clinch the victories gained, and that branch must now be so overworked as to be practically worn out.

The Times, commenting on Gen. Methuen's depatch says: Gen. Methuenonly states that the enemy was made to quit his position. Our troops must have been too exhausted to pursue, but if the Boers were driven across the river, assuming it was fordable, their osses must have been severe."

The paper proceeds to argue that the ceneral position pointed southwest, their retirement being to the eastward.

The Times correspondent with Gen. Methuen, telegraphing under date of Nov. 25, says that the Boer losses at Gras Pan are estimated at fifty killed and sixty seriously vounded. Other wounded were carried off the field. He adds that correspondents are limited o 300 words daily. Gen. Methuen is not using tinned rations. Fresh food is commandered and bought.

ESTCOURT, Nov. 24 (Delayed in transmisston)-Communication has been cut again-There was a fight yesterday probably the one at Beacon Hill) in which the British carried the enemy's position at dawn. It was not held. however, and our troops returned to the camp at 9 o'clock. Our loss was 14 killed and 71

wounded. Major Hobbs of the West Yorkshires is prisoner, but not wounded. The Boer artiflers had a range superior to the British. We hear rumors of British success at Mooi River.

THE HAGUE, Nov. 29 .- A family at Rotterdam has received from their son who is in the Transvaal a cablegram reading, "Am all right," which, according to a prearranged agreement, signifies "Ladysmith has failen." LONDON, Nov. 20,-A despatch from The Hague announcing the fall of Ladysmith caused intense excitement in Paris. The papers printed special editions, and the vendors yelled their wares on the streets for hours though it is illegal to announce the contents of new papers. The papers were eagerly bought, the purchasers manifesting the keenest delight

over the alleged British disaster. The same despatch, still further mangled, was sent from Paris to London. The evening rellow journals took it up, causing a rush to the War Office.

LADYSMITH, Nov. 21.-The wounded from the train affair, near Colenso, have been sent in by Gen. Joubert, which proves that the enemy is now well over the Tugela River. Balloon reports say that convoys are daily visible trekking southward. All is well here. The defences are dally improving. The garrison is still on full rations.

CHARGE OF THE NAVAL BRIGADE. The Fight at Enslin or Gras Pan Was Won by Great Bravery.

Special Cable Despatch to THE BUS. LONDON, Nov. 29 .- Additional details of the fight at Enslin have been received from Orange

When the naval brigade started there was when the naval brigade started there was no sign of the enemy. The shell fire had apparently driven them back, but there was a foregree for the formula of the canadian contingent for the foregree foregree for the foregree foregree for the foregree foregree for the foregree foregree for the foregree foregree for the foregree for the foregree for the foregree for sudden and rude awakening. When the naval men were within two or three hundred yards the enemy's line they were met by

On a Firm Foundation and Safe. The through trains of the Pennaylvania italiroad of Pittaburg, Chicago, Cleveland, Toledo, Detroit, incinnat, Indianapolis and St. Louis, The best caubed in America. Adv. THE SYNDICATE'S RAKE-OFF

one blaze of fire rise around the kopje. The fire was so durderout that no troope could live in it and be ment to back for a few moments to cover. The charter resounded and then the men rushed to the foot of the kopje. What this run was will be realized RECORDS INDICATE THAT IT WAS SEPERAL MILLIONS.

Miller's Concern Believed to Have Clearer \$793,000 in Twenty-Three Days-Who Got the Money?-Grand Jury Censures Brooklyn Police for Letting Miller Go.

The Boers could not stand this charge and the few who held their ground were killed. The books taken by the police from the The majority fled after the guns had been reheadquarters of the defunct "Franklin Syndicate" last Sunday were examined How the Boars lay low under the defences Inspector Brennen and Capt. Lees at the during the terrific shelling is regarded as a marvel by the military men here. Though the Vernon avenue police station in Brooklyn yesterday afternoon. The books included several ledgers, two journals, a cash book and a balance sheet, but the transactions Boers suddenly retired their retreat was not The Times prints the sollowing from Orange recorded in them covered only a short period of the "Syndicate's" business. River dated Nov. 27: "Enslin was even a more complete victory than Belmont. Only the bare necessities are allowed Gen. Methuen's force books were not well kept, from them a fair notion may be had of the on the march, but the troops are in excellent business of the concern from Oct. 27 to Nov. 24, the day on which the "Syndicate" went up. "The heat is severe from 9 o'clock in the On the balance sheet the following entry is morning till 6 o'clock in the alternoon. The evenings are cool. The force is fighting an found

From Oct 14 to Nev 16: Took in Paid out always present but almost invisible toe. It. however, is progressing slowly but certainly 404,886 The cash book contains the following en-"Searchlight is used nightly. Boer taction worse than in Natal in the misuse of the Oct. 27.—Received by mail, 273 checks.... \$18,445 Received in cash 63,846 Geneva Cross. The shooting of etretcher bearers carrying the wounded is common. Net balance for week.
Net balance for week.
Neceived of deposits
No expenses.
Received by mail, 160 checks.
Received in cash. It is not safe to stop to help the wounded in Oct. 28 --'The bravery of the Naval Brigade yesterday was beyond words. All the officers were Expenses
Received by mail, 148 checks
Received in cash Oct 81. killed except two. A distinctive uniform is henceforth impossible for officers during the Expenses

Received by mail, 168 checks

Received in cash A despatch to Reuter's Telegram Company Nov. 2 - Received by mail, 818 checks Received in cash Expenses
- Received by mail, 258 checks.
Received in cash

record of subsequent receipts and disburse-

ments is found in any of the books

from Pretoria, dated Nov. 27, says: Commandant Dutoit reports that the British made a sortie from Kimberley early on Saturday and encountered the Bloemkof commando of 300 men. Dutoit, who was nine miles off, hastened to their assistance Not balance for week. Received by mail Expenses Received by mail Received in cash with 100 men. Nine burghers were killed, 17 wounded, and some are missing. The British eft on the field one private and one Sergeaut It is reported that the British attempted to leave Kimberley on the east side to assist the There is a break in the record of the cash after Nov. 10, and no

troops coming from Belmont.

A Boer report of the battle of Belmont, received via Lorenzo Marquez, says Commandant Lubbe was slightly wounded. The British repaired the damage to the railway and the Free State troops, overwhelmed by numbers, after a brave stand were compelled to take up another position on the other side of the railway. It is impossible to give the Boer losses but they were not great. The Boers had four guns while the British had twenty-four. An additional casualty list of the Belmont

the fire zone as the Boers watch for this.

fight gives eleven more British killed and fiftynine wounded. The War Office reports the casualties at Wil-

low Grange on Nov. 23 as eleven killed, sixtyseven wounded, one missing and eight

LONDON, Nov. 30 .- The Chronicle's correspondent at Orange River says that after the engagement at Englin he climbed the koppe where the enemy's main battery had been. He found that a gun-pit tieen constructed of ironstone had boulders, which practically commanded the rallway. Fragments of British shells were everywhere. On the hills were a dozen horses, all of which had been killed by shells. Inside the fort there was eviovercoats, rugs and cartridges were abandoned. A British cavelry cap was found in the fort on the next kord - where there were over a hundred dead hore -.

The correspondent adds that it is imposaible to estimate the Boer losses on they carried off many of their dead, but there was evidence that the British guns had done terrible execution. Nearly all the plaint is based on the ground that the navy can-not afford to lose men whom it takes so long to Packages of dum-dum cartridges were found in several places.

The Daily Mail's correspondent says that the wound caused by a dum-dum builet is small where the missile enters but where it leaves the body the wound is the size of a five-shilling

FIRST LIFE GUARDS START.

An Enthusiastic Send-Off When the Troops Left Their Barracks. Special Cable Dernatch to Tita Sus

LONDON, Nov. 29.-The First Life Guards eceived an enthusiastic send-off at 3:30 o'clock this morning when they left the Spital Barracks. Windsor, on their way to Southampton. The men paraded in partial khaki uniform led by the citizens carrying torches. There are 186 men in the squadron. Prince Adolphus of Teek is one of the officers.

One half of the Household Cavalry from Knightsbridge Barracks started for Southampton to day. They were inspected by Gen. Lord Wolseley, Commander-in-Chief, who bade them good bye and Godspeed.

The Queen, the Princess Christian and Princess Itenry of Battenberg inspected the first statistion of the Genader Guards at the Victoria Barracks, Windsor, to-day. The wives and children of the men were assembled on the lawn in the vicinity of the Queen's carriage.

carriage.

The wives and children of the Grenadier Guards now in active service and those of reservists of the district were called to Queen's carriage, where her Majesty chat with them in the kindest manner. When Queen drove off the Guards and the special

SENDING NEWS FROM ESTCOURT.

Native Runner Started With a "Sun" Despatch Hidden in a Hollow Stick.

When the railway and telegraphic communication between Estcourt and Durban was cut by the Boers THE SUN correspondent the former place made an effort to get through to a working telegraph station a message that he wanted cabled, giving a full account of the situation at Esteourt. In a despatch to THE situation at Esteourt. In a despatch to The Sun, dated Nov. 24, the correspondent said he had engaged a native runner to carry his measurement of the said on each of the said on each of the carried. This message has not yet been received by The Sun, and there is a strong probability that the native was captured by the Boars south of Esteourt, or that to avoid being taken prisoner he was compelled either to throw away or destroy the message.

WOMEN FIRE ON BRITISH TROOPS One of the Ninth Lancers Killed at a Boer

Special Cable Despatch to THE SUS LONDON, Nov. 30 .- A despatch to the Daily Telegraph from Enslin says that on Sunday a patrol of the Ninth Lancers rode up to a farm. A number of women outside the house directed a heavy fire against the troops, killing one of

CANADIANS REACH CAPE TOWN. The Transport Sardinian Arrived There Yesterday. Special Cable Despatch to THE BUR.

CAPE Town, Nov. 29 .- The transports For-

Collision on Long Island Railrond. Train No. 108 on the Long Island Railroad bound for Long Island City collided head on with a freight train near Hicksville yesterday morning. Neither train was running fast and the damage was slight. A brakeman's right leg was slightly wrenched and a passenger's head was out by coming in contact with a seat. BOND PURCHASE EXTENDED.

The Treasury Will Continue to Beccive

\$124,629

Nov. 29, 1800

Courdain and Hughes Held for Examina

tion The Former's Suit Dismissed.

A formal complaint against L. A. Gourdain,

nventor of the "Imperial cash system," was

made before Magistrate Deuel in the Jeffer-

son Market police court vesterday by

J. Adrian Waterbury of Mamaroneck, a young man who had been employed by Gourdain as a "broker" to sell the

dollar bonds in the endless chain that

was to provide the capital for Gourdain's Imperial National Bank. The complaint charges violation of Section 16st of the Penal Code, which prohibits private persons engaging in banking without being under supervision of the State, from advertising themselves as landers.

AGNEW OUT ON BAIL.

Pay Its Depositors.

John G. Agnew, the manager of the "Wash-ington Syndicate" at 81 Greenpoint avenue.

Brooklyn, was released under \$5,000 ball by

Branch of Franklin Syndicate Closed.

WASHINGTON, Nov. 29.-Herbert & Co., stock-

brokers, ostensibly a branch of the Franklin Syndicate of Brooklyn, have closed their doors, and the members of the firm have disappeared. The investors, mostly Maryland and Virginia farmers, will loose nearly \$80,000.

Latest Marine Intelligence.

Arrived: Ss. Armenia, Martens, Stettin, Nov. 12; Ss. Cufic, Cavin, Liverpool, Nov. 19; bark Gerard C. Tobey, Shurileff, Hong Kong, July 31.

A Flying Office.

The Pennsylvania Limited. Stenographer and typewriter free; stock reports received by wire. Every convenience; every luxury. The Pennsylvania Radiroad a best passenger train. Leaves New York every morning for the West. See time table.—4dv.

He Says the "Washington Syndicate" Will

lankers.

THE SUN PRINTING AND PUBLISHING ASSOCIATION.

WASHINGTON, Nov. 29.-The following official statement was given out at the Treasury Department at 4 o'clock this afternoon;

The Secretary of the Treasury will continue, until the close of business on Dec. 23 next, to purchase any United States bonds offered known as 4 per cents of 1907 and per cents of 1904, at the prices heretofore hald, namely, 112.75 for the 4s and 111 for he 5s, with accrued interest to date of purchase unless before such date the amount of \$7.000,000 approximately, which is the amount secessary to complete the twenty-five millions heretofore announced, shall have been reseived, of which fact, when it occurs, public notice will be given."

Government bonds calling for the disbursenent of \$1,868,179.71 were bought by the United States Sub-Treasury in this city yes-terday. They made the total payments by the Sub-Treasury to date on bond purchase ac-count \$16,490,100.00. Wall street opinion reperally favored an extension of time by the Secretary of the Treasury for purchasing bonds under his call.

AMERICANS ATTACKED IN PARIS. Tennessee Volunteers, Beturning From

Manila, Mistaken for English Soldiers. Special Cable Desputch to Tun Stre. LONDON, Nov. 20.-Elever of the First Ten nessee Volunteers, under command of Lieut. Stacker, arrived in London to-day. These men, who are all from Clarksville, Tenn., left Manila on Oct. 6, on their way home. They came via Nagasaki and the Suez Canal. They will sail for home on the American line steamship St. Louis on Dec. 2.

The Tennesseeans say the backbone of the rebellion in the Philippines is broken. The natives are tired of the fighting. There is considerable fever, &c., among the American troops, but the men are full of spirit. The Tennessee men consider that the real campaign will be over in a short time, though skirmishes may continue for some time.

The American volunteers had an exciting experience on the Boulevard Montmartre, Paris. The Parislans mistook the Americans in their kraki uniforms for Englishmen, and a howling mob surrounded their hotel and threatened them with violence. Some one shouted "Americans." The mob did not appear to regard Americans in a much more favorable light than Englishmen, but sullenly dispersed.

HOUSE CAUCUSES CALLED.

Both Parties Will Meet Saturday Evening to Select Candidates for Speaker.

WASHINGTON, Nov. 20. -Representative Richardson of Tennessee, chairman of the House Democratic Caucus, has issued a call for the Democratic Representatives to meet in caucus at 1 o'clock Saturday afternoon. The meeting will be held in the Hall of the House of Repre sentatives.

The four candidates for the leadership of the

record of subsequent receipts and disbursements is found in any of the books. In another place in the cash book, however, there is a record of mail receipts from Nov. 4 to the day the concern was put out of business. These entries show that from Nov. 4 to Nov. 7 inclusive the "syndicate" received through the mails alone \$13.225. From Nov. 11 to Nov. 24 inclusive, the mails brought in \$85.373. If the receipts from personal deposits maintained no higher an average than that of the nine weeks for which the books contain a record of them, which average was a little more than \$31,189 a day, there was received in each by Miller's concern during its last fifteen days at least \$467,835.

From these figures some idea of the amount of money received by Miller may be gained. In round numbers he took in, from Oct. 27 to Nov. 24 in cash deposits \$748,000. Through the mails in that period he got \$183,000, or a total for twenty-three business days of \$831,000. He expenses, computed from the record of the books for nine days, must have been about \$183,000, which would leave a profit to the "syndicate" of about \$783,000. So far as anybody can find out, Miller was in the "syndicate" of about \$783,000. So far as anybody can find out, Miller was in the "syndicate" business about one year. It is known, however, that his receipts for the first nine months were not nearly as large as his receipts for the last three months.

Of the vastamonut of money which this voung man must have taken in, all that he left behind him for his creditors was \$8,520 in cash, some small balances in bank, whatever his office furniture will bring at auction, and whatever equity he may have had in the Floyd street house. The police of the precinct in which the "syndicates" headquarters were situated think that an estimate of \$5,000,000 as Miller's clear-up for the time he was in business would be too low. The interesting question now is what became of this money? It has been pretty weil established the Miller secondary that the left belief in the left will The four candidates for the leadership of the minority. Richardson. Dearmond. Bankhead and Sulzer are still in the field. Representative, Balley has added his influence to the cause of Mr. Bankhead, but as yet it has not made a change in the situation.

The Republican caucus will be held on Saturday evening. In addition to formally selecting Representative Henderson as the party candidate for Speaker, which will require no time except for a roll-call, the caucus will consider the Currency bill reported to it by its committee. The case of Representative Roberts is not likely to come before the caucus, as the Republicans wish, if possible, to prevent it from becoming a party question, and to leave each member free to act on it as he chooses. Henry A. Casson of Wiscousia has been selected as the candidate for Sergeant-at-Arms to succeed Russell, and, together with Chief Clerk McDowell and Doorkeeper Glean, will be nominated at the caucus. Should the party leaders, at the meeting called before the caucus, decide that the Roberts case should be submitted to the caucus, its session may be prolonged.

The interesting question now is, what became of this money? It has been pretty well established that Miller speculated only a little in wall Street and that the money he lost there did not amount, all teld, to \$5,000. The Grand Jury of Kings county handed up to Judge Hurd yesterday the following: THE RICHMOND BREAKS HER SHAFT. Towed Into Norfolk Disabled by the Savan nah Liner City of Augusta.

NORPOLE, Va., Nov. 29.-The Old Dominion m New York for mington N. C. on last Saturday, was towed into Hampton Roads | just treatment of all races. to-day

"To the Hee, Judge Hued

"The Grand Jury by a unanimous vote hereby
censures the Police Department of the Horough
of Brooklyn in their lax efforts regarding the
Franklin Syndicate indictment in allowing
William F. Miller and his associate, Ceell
Leslie, to escape, as the Grand Jury are positive that there was ample time to arrest these
two men. JAMES A. DANIELS, Foreman."
It was said in Mulberrry street inte yesterday
afternoon that a shake-up in the Brooklyn
Detective Bureau might be expected in a few
days. The Ocean Steamship Company's New York and Savannah liner City of Augusta found the Richmond, which is under charter to the Clyde line, rolling helplessly off Point Lookout with a line, rolling helplessly off Point Lookout with a broken shaft. She had lain there about twenty four hours when the City of Augusta came along. Several steamers passed meanwhile, but none appearent to see the signals set by the Richmond except a terman tramp south bound. She stooped, spoke and promised to stand by the Richmond until morning, but shortly ran away in the darkness.

The City of Augusta pieked the Richmond untowed her in here and proceeded for New York. The five russengers abourd the libermond are in Nortok. When the shaft broke the engines raced, the propeller cauted and beat against the steripost, threatening to tear the stern of the ship out. AFTER THE OTHER FANY-PROFIT MEN.

threatening to tear the stern of the ship out. Fortunately Chief Engineer Bayley was at the throttle. Capt. Catharine and First Officer Hale at the wheel did their duty quiesly, thus saving the ship. CAN'T CAPRY RUNDLES IN TRAINS. A "Pony Expressman's" Judgment Against

a Railroad Set Aside. the State, from advertising themselves as bankers.

C. A. Harper of 132 West Thirty-fourth street, another young man whom Gourdain had sought to employ as an agent, was the principal witness against him. Magsistrate Detal held Gourdain in \$2,500 built for further examination to merow. The writ of habeas corpus obtained by his counsel was dismissed by Justice Bookstaver in the Supreme Court yesterday. Gourdain spent last night in juil in default of bad.

Charles D. Hughes of the Wall street, the "inside information" advertiser who was arrested by Detectives McConville and Pepierred on Tursday night, was joined in a cell in Police Handquarters yesterlay by hisson oliver who called to see him, and was at once arrested The two were arraigned in court later on charges of grand larceny and at the request of Assistant District Attorney Suilivan were held in \$5,000 bail each for examination on Friday. The police say that there are not less than one hundred victims of this pair anxious to prosecute them.

Magistrate Poole vesterday afternoon adjourned the case of Ernest J. Squire, broker at 40 Wall street, who was arrested a few days ago on a charge of grand larceny. The comministrant squire is John W. Cavanaugh of 11 Wall street, who in July last gave Squire Scho for investment. In his complaint Cavanaugh alleges that Squire has not invested the money, but refuses to refund it. Thenron, N. J., Nov. 20,-There has just been filed in the Supreme Court an opinion by Justice Lippincott, setting aside a ment recovered against the Central Railroad Company of New Jersey by Elmer Runyan, who was debarred from entering a train be-cause he carried numerous bundles. He was at Communipaw, on his way to Elizabeth. The Central's employees had received orders to break up the so-called "pony express" business and Bunyan was therefore pre-vented from boarding the train with his

vented from boarding the train with his packages.

The fourt says that the custom of passengers carrying packages of merchandise would step the railroad commany of a henceft possessed at common law. To have it uphed as a right the custom must be strettly proved and great care must be exercised in allowing a custom repreters to change contracts either expressly entered into or implied at common law.

WON'T PUT ON FOOTBILL TRAINS. Chicago Elevated Bailroad's Resentment for Damage to Its Property.

Curcion, Nov. 20.-The "Alley" elevated road will not jurnish extra trains for the Thanksgiving for thall game between Chicago and Brown universities. Officials of the com-pany say the reason is that the crowd which pany say the reason is that the crowd which attended last Saturday's game demonsted electric lights, smashed windows, threw serve out of the windows and damaged the cars to the extent of at least 520 each. If that is the class of people you cater to, and if that is what you tends at your university, we don't want your trade," said the common's manager to the football manager. We can get along without that sort of tradic and we will not put on any extra trains or make any special accommodations for you."

HACHELOR CULLEN'S MONEY GONE. He Drew \$1,400 From the Bank and Hid It Inder Some Boxes of Honey.

Magistrate Kramer in the Lee avenue police court yesterday, pending a further hearing on Dec. 13 on the charge that he had violated section 600 of the Pena-Code in carrying on a so-called banking business contrary to law. He said that he would resume business to the extent of paying out money to his customers until the case against him was disposed of. SEANEATELES, N. Y., Nov. 25 Francis Cullen is a bachelor and lives with his father and mother just west of the railroad crossing at Long Bridge. Some time ago Mr. Cuilen withdrew \$1,400 from the bank in Syracuse, and divided \$1,400 from the bank in Syracuse, and divided it into two pachages of \$700 each. These he hid under + me boxes of honey, intending to give one of the packages to his sister and the other to his brother.

Yesterday morning when Cullen arose he noticed that the boxes of honey had been disturbed, and on examination found that the money had been taken. The thisf had effected an entrance through the kitchen windows.

Southern Bailway for Florida, Aiken, Augusta, New Orleans, Memphis, commercial and resort centres south and southwest. Schedule, page 10.—Adv.

There is nothing more appetizing and deligniful for a winter's breakfast. Try a two-pound paraget -Adv.

PRICE TWO CENTS. CUBAN AGITATORS AT WORK

BUT THE ATTEMPT TO STIR UD

TROUBLE IN LIKELY TO FAIL. Rural Population Anxious to Gather the Growing Crops and Opposed to Any Dis-

turbance American Authorities Have

Full Knowledge of the Agitators' Plans. Special Cable Desputch to Tun Stre.

HAVANA, Nov. 20. - La Lucha, commenting on the situation growing out of the work of agttetors, says there will be no revolt. It declares that matters are in a grave condition, but are not alarming, and adds that judicious behavior on the part of those who have influence will prevent any serious development. Agents have been through the country trying to spread discontent, but they have not had mush success. The rural population want to return to work, and they are greatly opposed to any disturbance. Their crops are beginning to grow and they are anxious to reap the bene

fit that will accrue to them from the sale of the

The American authorities are fully aware of what is happening. They know the men who are giving a percentage of their salaries to buy arms and those who intend using the equipment furnished by the United States to fight the Americans. They also know the prime movers in the agitation, and the officeholders who are using their salaries, paid by the United States, to facilitate the carrying out of a plan which they know is doomed to failure and who would not participate in it if they thought otherwise. In conclusion La Lucha says that the Americans have a splendid spy system. which is composed mainly of Cubans them

selves. Reports from Manzanillo indicate that trouble is anticipated there, growing out of the sudden discharge of hundreds of laborers who were employed on the Celba and Rucca sugar estates. The discharged men are without

means of support.

The Veterans' Association here intends to protest to the Supreme Court against the sentence of twelve years' imprisonment imposed on Aldamo, who was convicted of killing a Cuban soldier in November, 1868. The ground of the protest is that the crime was a military one and the accused should have been tried by a court-martial of the revolutionary army.

Gen. Lacret says it would be madness to think of going to the woods at present. To do so would be unpatriotic and inhumane. The people have no reason to mistrust the American Government. If any one should be foolish enough to attempt to start a rebellion he would find no sympathy among the Cubans. The mission of all good Cubans is to work and not to make trouble. Gen. Roberts says that any attempt now to cause trouble will meet with a poor reception in the country.

CHAMBERLAIN DISCUSSES THE WAR. No Solution Will Be Tolerated Which Does Not Provide for British Supremacy.

Special Cable Despatch to THE SCH. LONDON, Nov. 20.-Speaking at Leicester today Colonial Secretary Chamberlain declared that war in South Africa was inevitable from the beginning unless Great Britain had been willing to abandon her subjects to the mercy of the Boers and to accept President Krüger's claim that the Transvaal should be treated as an independent sovereign State, in which event the Boers would have been able to dominate every other race in South Africa. If such a solution had been accepted. Great Britain would have lost South Africa, weakened her control in India and made herself ridiculous in

the eyes of the world. Mr. Chamberlain added that though it was premature to discuss the terms of settlement, he must point out that it was the Boers' own act that had brought England out of the region of conference and compromises, and that the position they owed to Great Britain had proved a source of danger to the empire. He believed that no solution would be tolerated which did not provide for the supremacy of liner Richmond, Capt. Catharine, which sailed the British flag, which was the only guarantee

REFUSE TO BURY THEIR DAUGHTER. Her Birthday Celebrated and Her Room Decorated in Her Favorite Colors.

Oswego, N. Y. Nov. 29 -Mr. and Mrs. John I. Tonkin of New York, who refuse to bury their little daughter Virginia, who has been dead since Oct. 16, celebrated her twelfth birthday on Monday. It was reported that a birthday party was given, but Mrs. Tonkin denied that there was such a party. Mr Tonkin admitted that costly presents had been sent for the little girl by relatives and friends in Os-

the little girl by relatives and friends in Oswego. New York and other places.
"Virginia's favorite colors," he said, "were
white and violet, and she often expressed a
desire that on her birthday her room
should be trimmed and finished in these
colors. This request has been faithfully carried out by the aid of a New York
furnisher. The carpet and paper are of
white, with flures of clustered violets,
while a canopy of purple hangs over
her bed. The furniture and draperies
are in the same tints. To this room Virginia
was transferred to-day. Here she will pass the
winter. winter."
As to the reasons for keeping the child unburied the following statement was made:
"We loved Virginia: we did not wish to place her in a public vault. Her mother could not bear to part with her and we decided to keep ker with us fill the mausoleum now being orested is complete."

\$15,000 IN AN OLD RANDBOX.

The Hoardings of a Lifetime of a Farmer's Wife Who Died on Saturday.

WATERTOWN, N. Y., Nov. 20. - In an old pasteboard bandbox, stowed away in a cobwebbed leset at the Munson Cook farmhouse in the town of Theresa, has been found \$15,000 in paper money, which Mrs. Cook, whose death occured on Saturday last, had spent a lifetime in hearding up. The money, which filed the old bandbox, was carried to Theresa and placed in the George Yost. Bank.

Many of the hills were issued previous to the War, back in 1850, while on the top of the pile were greenbacks of recent issue, showing that the had continued to heard away her income amost to the day of her death. Mrs. Cook was more than 70 years old when she died.

CIN'T GET FREIGHT CARS.

Western Mining Men on a Hunt to Secure Transportation for Their Product.

CINCINNATI, Nov. 20 - John C. C. Mayo, D. Milt Hager and T S. Kirk of Paintaville, Ky., three of the heaviest operators in coal and iren in the West, are at the Grand Hotel. They iren in the West, are at the Grand Hotel. They come to Cincinnati to make a combined effort to berrow, buy or lease freught cars.

"We are hangleted by beth of transportation," said Mr. Mayo. "All our mines are in net we operation, and the demand is steadily increasing, but there is such a dearth of transportation facilities that we cannot get our products into the market as rapidly as we should."

Business men generally in Cincinnati are coling the effects of the cur famine severely. Lambermen especially are greatly hampered in their operations by the searcity of freight cars.

cars. More Wage Trouble at Pall River.

PALL RIVER, Mass., Nov. 26. Notice was posted to-day in the Iron Works mill to the effect that the wages of employees of the company will be increased 10 per cent on next aton by The notice is signed by M. C. D. Bordon. As a result of this the various unions will refuse the offer of a precent made by the manufacturers and accepted by the Textile Council at the last conference, and there will be a renewat of the agitation.

Deerfoot Farm Sausages.